SIGNALS IGNORED

BARDO LAUDS BRAKEMAN

New Haven, Feb. 24.—The Interstate ranted injurious statements reflecting upon the company's credit and upon the value of its securities to go unchallenged Belknap, chief of the division of safety, and we take this means to unqualifiedly ended to-night ints first inquiry into the wreck near Milford on Tuesday, when developments to justify those claims. ten persons were killed and fifty injured,

to notice the signals set against him and wrested from the control of the holding tompany the \$4,000,000 that was in the just before the end of the hearing the identity of the engine of train No. 5 was disjoint of the engine of train No. 5 was disjoint of the engine of train No. 5 was disjoint of the engine of train No. 5 was disjoint of the engine of train No. 6 was disjoint of the engine of train No. 6 was disjoint of the engine of train No. 6 was disjoint of the engine of train No. 6 was disjoint of the engine of train No. 6 was disjoint of the engine of train No. 6 was disjoint of the engine of train No. 6 was disjoint of the engine of train No. 6 was disjoint of the engine of train No. 6 was disjoint of the engine of train No. 6 was disjoint of the engine of train No. 6 was disjoint of the engine of train No. 6 was disjoint of the engine of train No. 6 was disjoint of the engine of train No. 6 was disjoint of the engine of train No. 6 was disjoint of the engine of train No. 6 was disjoint of the engine of train No. 6 was disjoint of the engine of train No. 6 was disjoint of the engine of train No. 6 was disjoint of the engine of train No. 6 was disjoint of the engine of train No. 6 was disjoint of the engine of train No. 6 was disjoint of the engine of train No. 6 was disjoint of the engine of train No. 6 was disjoint of the engine of train No. 6 was disjoint of the engine of train No. 6 was disjoint of the engine of train No. 6 was disjoint of the engine of train No. 6 was disjoint of the engine of train No. 6 was disjoint of the engine of train No. 6 was disjoint of the engine of train No. 6 was disjoint of the engine of train No. 6 was disjoint of the engine of train No. 6 was disjoint of the engine of train No. 6 was disjoint of the engine of train No. 6 was disjoint of the engine of train No. 6 was disjoint of the engine of train No. 6 was disjoint of the engine of train No. 6 was disjoint of the engine of train No. 6 was disjoint of the engine of train No. 6 was disjoint of the engine of train No. 6

The testimony of trainmen to-day who nover the road just before the acciding the road just before the acciding the deposit of refunding the deposit of refunding bonds."

The letter gives nine reasons why the were in working order. George W. who was on train No. 5, testified that the train when it passed the signal station at Woodmont was going upward of forty-five miles an hour and that Engineer Curtiss did not slacken speed until just a moment before the crash. John H. Heath, a section foreman, corroborated this statement. This going by

rear brakeman as soon as his train stepped. The "whistling out" means make haste down the track as far as his judgment dictates. That no whistle was judgment dictates. That no whistle was given is true, but other members of the crew of No. 79 say that Tourtelotte, the rear brakeman, who was instantly killed when struck by Curtiss's engine, went out as soon as the train stopped.

Self-Corporation. These great lakes seed corporation. These great lakes service.

Neither officials of the Grace company nor of the American International Corporation, who are joint owners of the Pacific Mail Steamship Company, would

cause of the wreck, but I do want to say that in all my experience I have never seen a railroad man more faithful to his duty. This man, in my opinion, saw that regardless of signals the account of the same transfer of the line. was when he attempted to put down warning torpedo that he was struck

ction Hand Finds Fish Plate in Company

tion hand discovered a fish plate on the tracks near Burr Road Crossing, Fair-field. The express from New York which arrives in this city at 1:29 was due to pass the spot. The man signaled to his companions and rushed shead to flag the approaching train and shead to flag the approaching train and specific processes.

TWO EXCHANGE SEATS SOLD.

TWO EXCHANGE SEATS SOLD.

State of the commissioner of the co head to flag the approaching train and

MELLEN GIBES AT HADLEY.

Suggests That He as an Expert Explain Milford Wreck.

U. S. INQUIRY SHOWS NEW ROCK ISLAND PROTEST.

positing of Bonds.

In a circular letter sent yesterday to olders of the Chicago, Rock Island and Pacific Railway Company refunding 4 per cent, bonds the Amster committee protests against the deposit of the bonds with the bondholders' protective commit-

e. The circular says in part:
"Referring to the circulars and paid advertisements recently put forth by Wall Street committee claiming that 're-cent disclosed conditions require bond-holders to take immediate action to protect their interest' our committee deem it its duty not to permit these unwar

"On the contrary, recent developments have been most favorable to the refundand will probably close the hearing tomorrow.

A summary of the testimony given
to-day gave the impression that William
R. Curtiss, engineer of train No. 5.
R. Curtiss, engineer of train No. 79, failed

The property than ever bethe property than been
fore. Since your property has been
fore. Just before the end of the hearing the identity of the third man in the cab of the engine of train No. 5 was disclosed. He was Harry Sweeney of Stamford, an employee in the railroad yards there and a friend of Curtiss. His presence in the engine was contrary to the rules.

The testimony of trainmen to-day who rain over the road just before the accident was to the effect that the signals of the holding company has been going into property betterments. The leakages, the lax management and the general waste of vessels under the regulation of the United States steamboat inspectors in the class of vessels under the regulation of the United States steamboat inspectors in the class of vessels under the regulation of the United States steamboat inspectors in the class of vessels under the regulation of the United States steamboat inspectors in the class of vessels under the regulation of the United States steamboat inspectors in the class of vessels under the regulation of the United States steamboat inspectors in the class of vessels under the regulation of the United States steamboat inspectors in the class of vessels under the regulation of the United States steamboat inspectors in the class of vessels under the regulation of the United States steamboat inspectors in the class of vessels under the regulation of the United States steamboat inspectors in the class of vessels under the regulation of the United States steamboat inspectors in the class of vessels under the regulation of the United States steamboat inspectors in the class of vessels under the regulation of the United States steamboat inspectors in the class of vessels under the regulation of the United States steamboat inspectors in the class of vessels under the regulation of the United States steamboat inspectors in the class of vessels under the regulation of the United States steamboat inspectors in the class of vessels under the regulation of the United States steamboat inspectors in the class of vessels under the regulation of the United States stea

Company of Cleveland and Lorration fat the rear brakeman is to pick up is flag, his torpedoes and his fuses, and ake haste down the track as far as his digment dictates. That no which the control of the con

out as sop as the train stopped.

General Manager Bardo to-night paid this tribute to the flagman, Tourtelotte:

"I have no opinion as yet as to the cause of the wreck, but I do want to say the cause of the wreck, but I do want to say the cause of the wreck, but I do want to say the cause of the wreck, but I do want to say the cause of the wreck, but I do want to say the cause of the wreck, but I do want to say the cause of the wreck, but I do want to say the cause of the wreck, but I do want to say the cause of the wreck, but I do want to say the cause of the wreck, but I do want to say the cause of the wreck, but I do want to say the cause of the wreck, but I do want to say the cause of the wreck, but I do want to say the cause of the wreck, but I do want to say the cause of the wreck, but I do want to say the cause of the wreck, but I do want to say the cause of the wreck, but I do want to say the cause of the wreck, but I do want to say the cause of the wreck, but I do want to say the cause of the wreck, but I do want to say the cause of the wreck, but I do want to say the cause of the wreck, but I do want to say the cause of the wreck, but I do want to say the cause of the wreck, but I do want to say the cause of the wreck, but I do want to say the cause of the wreck, but I do want to say the cause of the wreck, but I do want to say the cause of the wreck, but I do want to say the cause of the wreck, but I do want to say the cause of the wreck, but I do want to say the cause of the wreck, but I do want to say the cause of the wreck, but I do want to say the cause of the wreck, but I do want to say the cause of the wreck, but I do want to say the cause of the wreck, but I do want to say the cause of the wreck, but I do want to say the cause of the wreck, but I do want to say the cause of the wreck, but I do want to say the cause of the wreck was the wreck was

The personnel of the committee formed The identification of the last of the Missouri, Kansas and Oklahoma first 5 when Ardashes H. Keoleian of 2110
Broadway, New York, identified the Armenian whose body has been in the morgue in Milford since Tuesday as that States Mortgage and Trust Company:

Donald G. Geddes, Clark, Dodge & Co. nounced yesterday as follows: Chairman, John W. Platten, president of the United States Mortgage and Trust Company: of Gagarsh Reoleian, a noted Armenian writer, lecturer and publisher, known to thousands of Armenians in America as Moushigh Shahinian."

States Mortgage and Trust Company: Donald G. Geddes, Clark, Dodge & Co.: George K. Johnson, president, or John Moushigh Shahinian. morgue in Milford since Tuesday as that of Gagarsh Keoleian, a noted Armenian bonaid G. Geddes, Clark, Dodge & Co. George K. Johnson, president, or John writer, lecturer and publisher, known to thousands of Armenians in America as "Moushgh Shahinian."

WRECK BARELY AVERTED

Section Hand Finds Fish Plate in Company.

Auto Manufacturers Continue to

FIGHT BILL TO LIMIT FERRY PASSENGERS

Staten Islanders and Railroad Mcn Vote to Take Protest to Washington.

CITY'S VITAL INTEREST

With but one protesting vote citizens of Staten Island and representatives of inal." House Committee on Merchant Marine public building!" and Fisheries to amend a bill now be-

minutes between them and that signal trouble is reported on the average of once a week.

One of the points brought out to-day at the hearing before Coroner Eli Mix was that John J. Kennedy, engineer of train No. 79, did not "whistle out" the redr brakeman as soon as his train blaced with the received an order had recently been as soon as his train blaced with the received an order had recently been as soon as his train blaced with the received an order had recently been as soon as his train blaced with the received an order had recently been as soon as his train blaced with the received an order had recently been as soon as his train blaced with the received an order had recently been as soon as his train blaced with the received an order had recently been as soon as his train blaced with the received as the representative of all the railroads operating ferries, said the enactment of the bill into law would make it almost impossible for time during the rush hours. He said there had never been a serious ferryboat accident and that there is no record of such as the representative of all the railroads operating ferries. Said the enactment of the bill into law would make it almost impossible for time during the rush hours. He said there had never been a serious ferryboat accident and that there is no record of such as the realroads operating ferries.

PUT ON PAYING BASIS. Report on Municipal Ferries Made

yesterday that the year 1915 was the ac first during the ten years the municipal Building.

duty. This man, in my opinion, saw that regardless of signals the accommodation was plunging forward. He determined to make one final effort, and I can hear him saying, I will put down a tornedo as a last chance, and I believe the same from the same francisco.

During 1315 the municipal termines and where more lawyers appear daily than in any other one Island and the other from the foot of South street to Thirty-minh street. South the Presiding Justice Clarke of the Appearance was 1826.

Several Insurance Men on Protections of the line.

Several Insurance Men on Protection to Same Hamiltonian in the municipal termines and where more lawyers appear daily than in any other one room in the city. Addresses were made by Presiding Justice Clarke of the Appearance was 1826.

Several Insurance Men on Protection to State Medical appear daily than in any other one room in the city. Addresses were made by Presiding Justice Clarke of the Appearance was 1826.

Several Insurance Men on Protection to State Medical appear daily than in any other one room in the city. Addresses were made by Presiding Justice Clarke of the Appearance was 1826.

Several Insurance Men on Protection to State Medical appear daily than in any other one room in the city. Addresses were made by Presiding Justice Clarke of the Appearance was 1826.

Several Insurance Men on Protection to State Medical appear daily than in any other one room in the city. Addresses were made by Presiding Justice Clarke of the Appearance was 1826.

Several Insurance Men on Protection to Mental appear daily than in any other one of the Appearance was 1826.

Several Insurance Men on Protection to Mental appear daily than in any other one of the Appearance was 1826.

Several Insurance Men on Protection to Mental appear daily than in any other one of the Appearance was 1826.

Several Insurance Men on Protection to Mental appear daily than in any other one of the Appearance was 1826. miles to the Thirty-ninth street division The St. George division is a passenger rather than a trucking ferry, whereas the reverse is true of the Thirty-ninth street division. During the year 14,896. 036 passengers were carried between

Path of Express.

Bridgeroff, Comp. Feb. 24.—Another wreek on the New Haven road was narrowly averted this afternoon when a section hand discovered a fish plate on the company will be the deposition hand discovered a fish plate on the company will be the deposition hand discovered a fish plate on the company will be the deposition hand discovered a fish plate on the company will be the deposition hand discovered a fish plate on the company will be the deposition hand discovered a fish plate on the company will be the deposition hand discovered a fish plate on the company will be the deposition hand discovered a fish plate on the company will be the deposition hand discovered a fish plate on the company will be the deposition hand discovered a fish plate on the company will be the deposition hand discovered a fish plate on the company will be the deposition hand discovered a fish plate on the company will be the deposition hand discovered a fish plate on the company will be the deposition hand discovered a fish plate on the company will be the deposition hand discovered a fish plate on the company will be the deposition hand discovered a fish plate on the company will be the deposition hand discovered a fish plate on the company will be the deposition hand discovered a fish plate on the company will be the deposition hand discovered a fish plate on the company will be the deposition of the company will be the deposi

a saving of \$111,963 having been made the foreman removed the plate.

The Bridgeport police were notified and detectives learned that boys had stock Exchange, one for \$85,000 and the plate was found. It is believed that they removed it from the tracks and placed it in the path of the express.

MELLEN GIBES AT HADLEY.

Announcement was unde yesterday of the sale of two seats on the New York further saving of \$98,770 was made by adjusting crews to conform to the operating certificate and a saving of \$25,989 was made in the fuel bill during the last year. A further saving of \$98,770 was made to the removal of the repair shops to \$1. George and in the fuel bill during the last year. A further saving of \$98,770 was made to the removal of the repair shops to \$1. George and in the fuel bill during the last year. A further saving of \$98,770 was made to the removal of the repair shops to \$1. George and in the fuel bill during the last year. A further saving of \$98,770 was made by adjusting crews to conform to the operating certificate and a saving of \$111,963 having been made in the fuel bill during the last year. A further saving of \$98,770 was made by adjusting crews to conform to the operating certificate and a saving of \$121,963 having been made in the fuel bill during the last year. A further saving of \$98,770 was made by adjusting crews to conform to the operating certificate and a saving of \$125,989 was made in the fuel bill during the last year. A further saving of \$98,770 was made by adjusting crews to conform to the operating certificate and a saving of \$125,989 was made in the fuel bill during the last year. A further saving of \$98,770 was made by adjusting crews to conform to the operating certificate and a saving of \$181,963 having been made in the fuel bill during the last year. A further saving of \$180,770 was made by adjusting crews to conform to the operating certificate and a saving of \$181,963 having been made in the fuel bill during the last year. A further saving of \$180,870 was made to the fuel bil

IRON AND STEEL MARKETS. PRISONERS TO BE CONSULTED.

Will Have a Voice Hereafter in

CRIMINAL STAMPED ON COAT. ew Uniforms of Court House Ele-

vator Men Cause a Protest. The new uniforms which have been supplied to the elevator runners of the Criminal Courts Bullding have a disconcerting peculiarity. A nervous, ciderly woman noticed it yesterday morning for the first time, and after she had ex claimed on it the operators of the cars gave pronounced indications of a desire to go about in their shirt sleeves.

On the collar of the uniform in gilt letters appears the name of the building. "Criminal Courts." The nervous woman entered the car and stood on the right of the runner. Looking at his collar all she could see was the word "Crim-

of Staten Island and representatives of mail of the companion of the compa

very urgent business.

by Bench and Bar of City.

All the Justices of the Appellate Divi-sion, the Supreme Court and City Court and many ex-Justices and leading members of the bar were present at the presentation yesterday of a bronze Commissioner of Docks and Ferries R. Tablet in memory of Justice Henry A. C. Smith reported to Mayor Mitchel Bischoff, who was killed in an elevator cident in the Emigrant Savings Bank

QUAKER OATS PROFITS JUMP. Increase to \$3.724.223 in 1915- tablishes \$2,367.251 in 1914.

Voyagers Arriving From Enrope-Departures on Two Ships.

1 to be at a \$1		2012111
Nieuw Amsterdam from	and America steamship	At
mouth	. Horris Jani and Tal-	Pete
P. S. Allison	R. S. Neely	urv
Don Francisco de la	Mr. and Mrs Gur	Fras
Barra	Nickall	toms
Crair Colzate.	Mrs E F. Osler	
Edward C. Darling.	Gaston Plantiff.	men
Mrs W O H Dodds	Mr and Mrs. Charles	of t
Mrs E F Doty	I. Rogers	App
Duncan Elsworth.	Mr. and Mrs. W. P.	were
R E English	Sayre	ing
Louis B Hanna	Col and Mrs V. M.	nied
Mrs Fred B Holt	Stockler	
In Jenkin Lloyd Jones.	P. Van Valkenburgh.	exar
Judge and Mrs Ben	Mr and Mre H C R	John
B. Lindsey.	Williamson	TI
Mrs Leland H Little-	H. H. Kohisaat Capt. B. H. Warbur-	mez
H Gordon Mackenzie.	ton	abro
Mr. and Mrs. Victor	John T. McCutcheon	Maria ar
Murdock.	Mrs C A Westcott	
		alth
	by the American liner	PORG
Mrs. Robert Arm-	W C + PP	and
strong.	Mrs G. A. Warburton	in t
George H. Alexander	Gable The Bern and Man T	tries
Stanley Bidder	The Rev. and Mrs. W.	4.70.70
Mrs.C. A Butterworth	Mr. and Mrs H. R	to c
Frank Byrne	McKenzie	Who
Arthur Coleman	Mrs. J. L. R. Parsons	eral
H. F. Chandler.	Frank H Simonds	App
P. C. Cores	Mrs Malcolm Hope	30
Mrs D A Embury	IF C Soule	

SOFT COAL MEN IN FEAR OF DEADLOCK \$11,000,000 IN A WEEK

From \$26,267,195.

operators who met at the McAlpin Hotel 656,904, as compared with \$26,267,195 hours of labor of women and children cent, and better working conditions. The yesterday to try to reach an agreement in the corresponding week in 1915, and by which the miners will be willing to \$18,252,991 in the same week in 1914. go on working after March 31, when the Another kick registered against the building was on the part of the jurors against the sailtary conditions of the room assigned to them on the top floor.

The additional Grand Jury investigated

The additional Grand Jury investigated

The point of the first and the would appeal to Mrs. They asked that the commission grant the market headway and will continue their deliberations this morning.

Exports to France amounted to \$3.
118,561. Those to Russia increased from them permission to have twelve hour days for such employees during the of the girl pickets, twelve of whom were the distributing to the commission grant of the permission to have twelve hour days for such employees during the of the girl pickets, twelve of whom were the distributing the properties of the part of the part of the jurors against the sailtary conditions of the commission grant the would appeal to Mrs.

They asked that the commission grant them permission to have twelve hour days for such employees during the of the girl pickets, twelve of whom were the part of the jurors against the sailtary conditions of the commission grant to the would appeal to Mrs.

They asked that the commission grant them permission to have twelve hour days for such employees during the of the girl pickets, twelve of whom were against the sailtary conditions of the part of the jurors against the sailtary conditions of the part of the permission to have twelve hour days for such employees during the of the girl pickets, twelve of whom were against the sailtary conditions of the part of the part of the part of the part of the permission to have twelve hour days for such employees during the part of Outside the committee room it was United Kingdom in the week, as against number of days to be allowed in any arrested in Harlem while distributing

Operators at Odds on

Weighing Plans.

freely prophesied by both miners and more than \$7,000,000 in the same week operators that the meeting will break up in 1915.

Two More Boats to Be Built for open the crash, John H. Heath, a section foreman, corporated this statement. This going by the "yellow boards," or cautionary signals, at high speed is common, leath said, and only to-day as with the state of the inquiry to-day as to be four-them. As a result of the inquiry to-day as to be four-them. As a result of the inquiry to-day as to be four-them. As a result of the inquiry to-day as to be four-them. As a result of the inquiry to-day as to be four-them. As a result of the inquiry to-day as to be four-them. As a result of the inquiry to-day as to be four-them. As a result of the inquiry to-day as to be four-them. As a result of the inquiry to-day as to be four-them. The common date is to track as any stem than to what caused the broken air pipe that to bring to-marked them. The common date is the common to the inquiry to-day as to be four-them. The common date is the common to the inquiry to-day as to be four-them. The common to the inquiry to-day as to be four-them. The common to the inquiry to-day as to be four-them. The common to the inquiry to-day as to be four-them. The common to the inquiry to-day as to be four-them. The common to the inquiry to-day as to be four-them. The common to the inquiry to-day as to be four-them. The common the inquiry to-day as to be four-them. The common the inquiry to-day as to be four-them. The common to the inquiry to-day as to be four-them. The common the inquiry to-day as to be four-them. The common the inquiry to-day as to be four-them. The common the inquiry to-day as to be four-them. The common the inquiry to-day as to be four-them. The common the inquiry to-day as to be four-them. The common the inquiry to-day as to be four-them. The common the inquiry to-day as to be four-them. The common the inquiry to-day as to be four-them. The common the inquiry to-day as to be four-them. The common the inquiry to-day as to be four-them. The common the inquiry to-day as to be four-them. The common the inquiry to-day as to be four-them. The common

BISCHOFF'S MEMORY HONORED, peaceful settlement. He was frank in of the Bethlehem Steel Compar Tablet Unveiled in Supreme Court run system. The operators from that section are just as obdurate in their determination not to change from the

Kracke Would Clear Queensboro

screen system.

brackets. The report submitted to the PATTEN HIT IN BEAR RAID. gineering staff. Edward A. Barne, es- Loses \$300,000 to \$100,000 as

Whitehall street and St. George and 1,656,656 between Manhattan and South pany for the year ended December 31.

Brooklyn. On the St. George division 1915, shows net profits of \$3,724,223, as action in order to provide for all sur-

CUSTOMS EXAMINERS DINE.

Treasury Officials Honor Guests at grain, has cut down experts from this country, while receipts at all Western the Hotel Savoy.

More than 100 cultions examiners, resided over by John II, Forme, Ap-raiser of the Port, hald their annual More than 100 cultons examiners, esided over by John II. Sague, Appaiser of the Port, high their annual mer last night at the little Salot, the guest table were Andrew Johns M. Halstad, such of the Castons tank M. Halstad, such of the Castons tank M. Halstad, such of the Castons division of the Treasity Department, in charge of customs; the Board of United States tichners. The dimer arrangements of the surface decembed of covered with a design paraisers. The dimer arrangements of interest decembed of covered with a design presisers. The dimer arrangements of cold gowns at this port, and oustons and the N. Traines.

The examiners who attended the dimer the examiners who attended the dimer than the examiners who attended the dimer in a value of a substitution par the surface decembed in paragraph of the processor in several 22 of the last of the cast of the caston of the ca

EXPORTS TO ENGLAND IN. Y. CANNERIES SEEK GIRL STRIKE PICKETS

Pennsylvania Workers and Shipments From This Port Increase to \$31,656,904

Exports from the port of New York during the week ended February 19, The bituminous coal miners and National City Bank, amounted to \$31. emption from the laws regulating the a wage increase of from 15 to 25 p. Exports to France amounted to \$3,-

BALTIMORE BAY TRAFFIC HIT. With No Relief in Sight.

SEEKS TO USE BRIDGE FULLY. Baltimore are much perturbed over the announcement by the Pennsylvania Rail-

first during the ten years the municipal ferries have been in operation that the operating results show a surplus of revenue over expenditures.

During 1915 the municipal ferries were operated in two divisions, one to Staten. Island and the other from the foot of South street to Thirty-minth street, South.

Curcaso, Feb. 24 - James A. Patten

paint that the same faport is provided by the control of the contr

Laws Affecting Women and Children Employees.

canneries from all parts of the State self yes erday on behalf of the go 1915, according to the figures compiled appeared to-day before the State In- pickets of 14,000 shirtmakers who we by the foreign trade department of the dustrial Commission to plead for an ex- on strike for a fifty bour working week

The upkeep of the property than ever he served were formers of the property than ever he served were formers of the served were f

representing the Cousumers League, opposed any such provision. She said shave one trade in New York city, she spoke on behalf of the women and children, many of whom are already much overworked by many of the can-

ere:
J. F. Connor, counsel for the State Assistant Secretary Morris of the

coal before it is screened, will mean a material increase in pay.

In spite of the dark outlook presented by the deadlock last night Frank J. Hayes, vice-president of the United Mine Workers, said that he was hopeful of a spite of the chief shipbuilding unit.

Pennsylvanta Steel Company.

Five thousand men will be added to the plant. Its shipbuilding facilities are to be greatly enlarged, and Sparrow's Point is to be made the chief shipbuilding unit. Morris and James Moore of Oneida.

LONGER WORK DAYS! HELPED BY MRS. CRAM

Plead for Exemption From Shirt Makers Say They Will Also Ask Mrs. Belmont to Aid Them.

ALBANT, Feb. 24 .-- Representatives of Mrs. J. Sergeant Cram interested he in the canneries during the canning sea- strike leaders, who predicted that about They asked that the commission grant nounced that they would appeal to Mrs

This testimony was corroborated by Commissioners James M. Lynch and John Mitchell, representatives of employees on the commission, who said they favored cutting down the hours of labor wherever possible, but unenforceable laws are useless. able laws are useless.

Miss Nell Swartz of New York city, local did not have enough members t

Among the cannery representatives, who argued for the exemption on the ground that the work must be done in long hours over a brief period of time, \$12 per week, union shops and better the period of time, \$12 per week, union shops and better the period of time, \$12 per week, union shops and better the period of time, \$12 per week, union shops and better the period of time, \$12 per week, union shops and better the period of time, \$12 per week, union shops and better the period of time, \$12 per week, union shops and better the period of time, \$12 per week, union shops and better the period of time, \$12 per week, union shops and better the period of time, \$12 per week, union shops and better the period of time, \$12 per week, union shops and better the period of time, \$12 per week, union shops and better the period of time, \$12 per week, union shops and better the period of time, \$12 per week, union shops and better the period of time, \$12 per week, union shops and better the period of time, \$12 per week, union shops and better the period of time, \$12 per week, union shops and better the period of time, \$12 per week, union shops and better the period of time, \$12 per week, union shops and better the period of time, \$12 per week, union shops and better the period of time, \$12 per week, union shops and better the period of time, \$12 per week, union shops and better the period of time, \$12 per week, union shops and better the period of time, \$12 per week, union shops and \$12 per week.

J. F. Connor, counsel for the State
Canners' Association: President E. S.
Thorn of the association, Secretary E.
R. Hunt. Norman crifffith, former president: A. B. Hattield of Utica, J. P.
Oliney of Rome. Wilson Proffer of Mount mouth with a promise of no discrimina



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New York to Florida (To Jacksonville, direct without change) calling at Charleston, S. C.

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Cuisine and service are of the highest standard of excellence. Large social halls; comfortable lounges provides with the latest magazines. State rooms are beautifully furnished. Clyde Steamship Company

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CUNARD American Line

*TUSCANIA.Mon., Feb. 28, 10 A.M. CALIFORNIA. SAT. MAR. 4, 10 A.M. CAMERONIA. SAT. MAR. 18, 10 A.M. OKDUNA. SAT. MAR. 25, 10 A.M. NEW YORK—LONDON
PANNONIA SAT. MAR. 19. 10 A. M.

STEAMSHIP TICKETS to any port.
Official Agent all lines.
Raymond & Whitcomb Co., 225 5th Av., N. Y.

FALL RIVER LINE TO BOSTON \$3

New London (Norwich) Idne, stra. IV.
Pier 40, N. R., ft. Houston St., week days
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